

### AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Applicant hereby elects species I which corresponds to Figures 4A, 4B, 5A and 5B and to claims 1, 4, 8 and 11 with traverse.

### LISTING OF CLAIMS:

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1. (PREVIOUSLY AMENDED) A constant velocity universal joint boot comprising:

at one end, a cylindrical neck member for receiving a shaft; and

at the other end, an annular upturned member defining a longitudinal axis and including a crimping lip, said crimping lip having a plurality of radially distributed apertures which are oriented parallel to said longitudinal axis and are approximately 30% to 70% of said crimping lip thickness for reducing the stiffness and increasing the compressibility of said crimping lip, wherein said boot is non-convoluted.

2. (WITHDRAWN) The constant velocity universal joint boot of claim 1, wherein the plurality of radially distributed apertures are a plurality of equally circumferentially spaced apart holes.

3. (WITHDRAWN) The constant velocity universal joint boot of claim 1, wherein the plurality of radially distributed apertures are a plurality of equally circumferentially spaced apart radially distributed cut-outs.

4. (PREVIOUSLY AMENDED) The constant velocity universal joint boot of claim 1, wherein the annular member is formed of a thermoplastic material.

5. (CANCELLED)

6. (CANCELLED)

7. (CANCELLED)

8. (PREVIOUSLY AMENDED) A constant velocity universal joint assembly comprising:

a constant velocity universal joint having an outer race;

a boot-can having a first end for mating with said outer race annular housing and a second flanged end spaced apart from said first end and said outer race; and

8,  
(cont) a non-convoluted thermoplastic rolling-diaphragm boot having a crimping lip received by the second flanged end of said boot-can, the crimping lip having a plurality of radially distributed apertures for increasing the compressibility of the crimping lip such that said crimping lip has a compressed thickness ratio approximately 50% to 70% of an uncompressed crimping lip thickness.

9. (WITHDRAWN) The constant velocity universal joint assembly of claim 8, wherein the plurality of radially distributed apertures include a plurality of radially distributed holes.

10. (WITHDRAWN) The constant velocity joint universal joint assembly of claim 8, wherein the plurality of radially distributed apertures include a plurality of radially distributed cut-outs.

11. (PREVIOUSLY AMENDED) A constant velocity universal joint and propeller shaft assembly comprising:

a propeller shaft having a first end;

a constant velocity universal joint for receiving the first end of the propeller shaft and including an outer race having a first face;

a boot-can having a large-diameter end and a small diameter flanged end, the large-diameter end for mating with the first face of the outer race; and

Σ.  
(cont.) a non-convoluted thermoplastic boot having a sealing end, said sealing end having a tubular stem portion for receiving the propeller shaft, and an annular upturned edge crimpingly affixed to the smaller-diameter flanged end of the boot-can, the annular upturned edge having a plurality of radially distributed apertures on a radially inward facing surface for increasing the compressibility of the annular upturned edge, and the sealing end cooperating with the propeller shaft to provide a seal therewith.

12. (WITHDRAWN) The constant velocity universal joint and propeller shaft assembly of claim 11, wherein the plurality of radially distributed apertures include a plurality of radially distributed holes.

13. (WITHDRAWN) The constant velocity universal joint and propeller shaft assembly of claim 11, wherein the plurality of radially distributed apertures include a plurality of radially distributed cut-outs.

